

## APPENDIX E: DEMOGRAPHIC MAPS BY REGION

This appendix contains a set of three maps for each of the six analysis regions. The three maps are:

1. Population density – people per square mile
2. Transit propensity – index based on four characteristics
3. Employment density – jobs per square mile

The transit propensity map is a composite of the following four demographic characteristics:

- Population over the age of 80
- People with a disability
- People below the poverty line
- Households with zero cars available

All of these statistics come from the American Community Survey for 2012-2016, which is an ongoing survey conducted by the US Census. In order to produce reliable data at a fine level of geography, the Census creates a five-year running average of the survey results by Census block group. Block groups in New Hampshire contain between 180 and 4,850 residents (though there are a few with zero residents), with the average size being 1,445 people. Geographically, block groups range from small portions of the larger cities (literally groups of city blocks in Nashua and Manchester) to relatively large swaths of territory in rural areas, sometimes combining two or more towns.<sup>1</sup>

For each of the four transit propensity measures, the percentage of people living in that block group who had that characteristic (such as being over the age of 80) was calculated. In addition, the statewide percentage for each of the four characteristics was calculated. These statewide percentages were as follows:

- Over age of 80: 3.96%
- With a disability: 6.10%
- Below poverty line: 4.97%
- Zero vehicles available: 5.27%

The next step was to compare the percentage in each block group with the statewide average. Points were then assigned depending on how the percentages compared:

- At or below statewide average: 0 points
- Between statewide average and double: 1 point
- Between double and triple statewide: 2 points
- More than triple statewide average: 3 points

The points across the four categories were then added together to produce a composite score. The scores were then grouped into the following categories:

- Low: 0 to 2 points
- Medium: 3 or 4 points
- High: 5 or 6 points
- Very High: 7 to 11 points

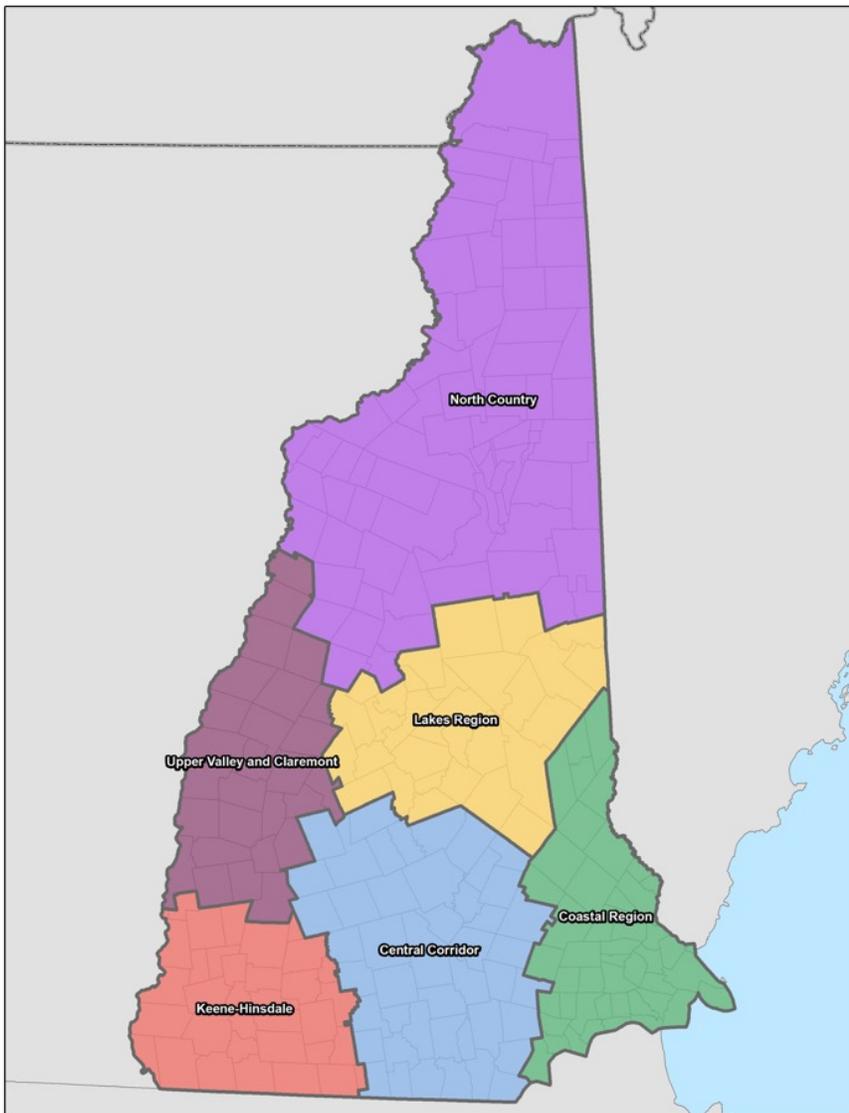
Finally, one adjustment was made to the scores prior to mapping them. Of the 922 block groups in the state, there were 23 that had scores of 5 or above but that very few people in them, with population densities of

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<sup>1</sup> There are a total of 922 block groups in New Hampshire ranging in land area from 0.026 square miles (in Manchester with a population density of 30,305 people per square mile) to 349 square miles (encompassing Errol, Cambridge, Dummer, Millsfield, Wentworth, Dixville and other rural area in the northeastern corner of the state with a population density of 2 people per sq. mi.).

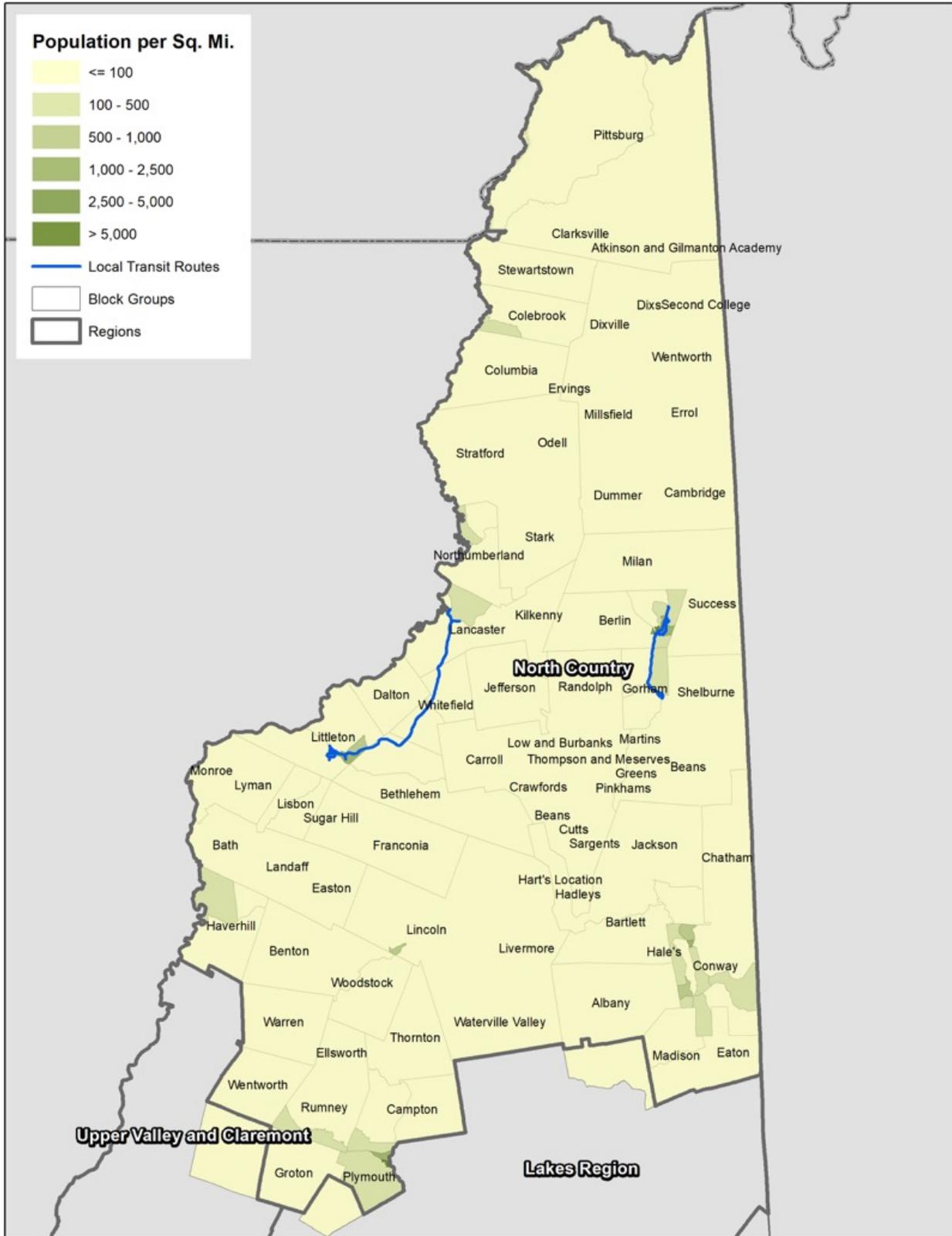
160 people per square mile or less. Several of these also had large land areas because they covered several towns. In order not to provide a misleading image on the map—that there were large swaths of territory with significant needs, when in fact the absolute numbers of people there were very small,—the scores for these block groups were changed to zero.<sup>2</sup> On the other hand, there were 21 block groups that had triple the state average for one of the demographic characteristics, but did not score highly enough on the others to add up to a total of 5 or more points. These block groups were “promoted” to the High category so as not to lose the “very high” percentage of one of the characteristics.

The regions are presented in counterclockwise order, beginning with the North Country. Each map includes an overlay of the local bus routes operated by regional transit providers. The areas of most interest are those with high residential or employment density, or with high or very high transit propensity, and no current local bus service.

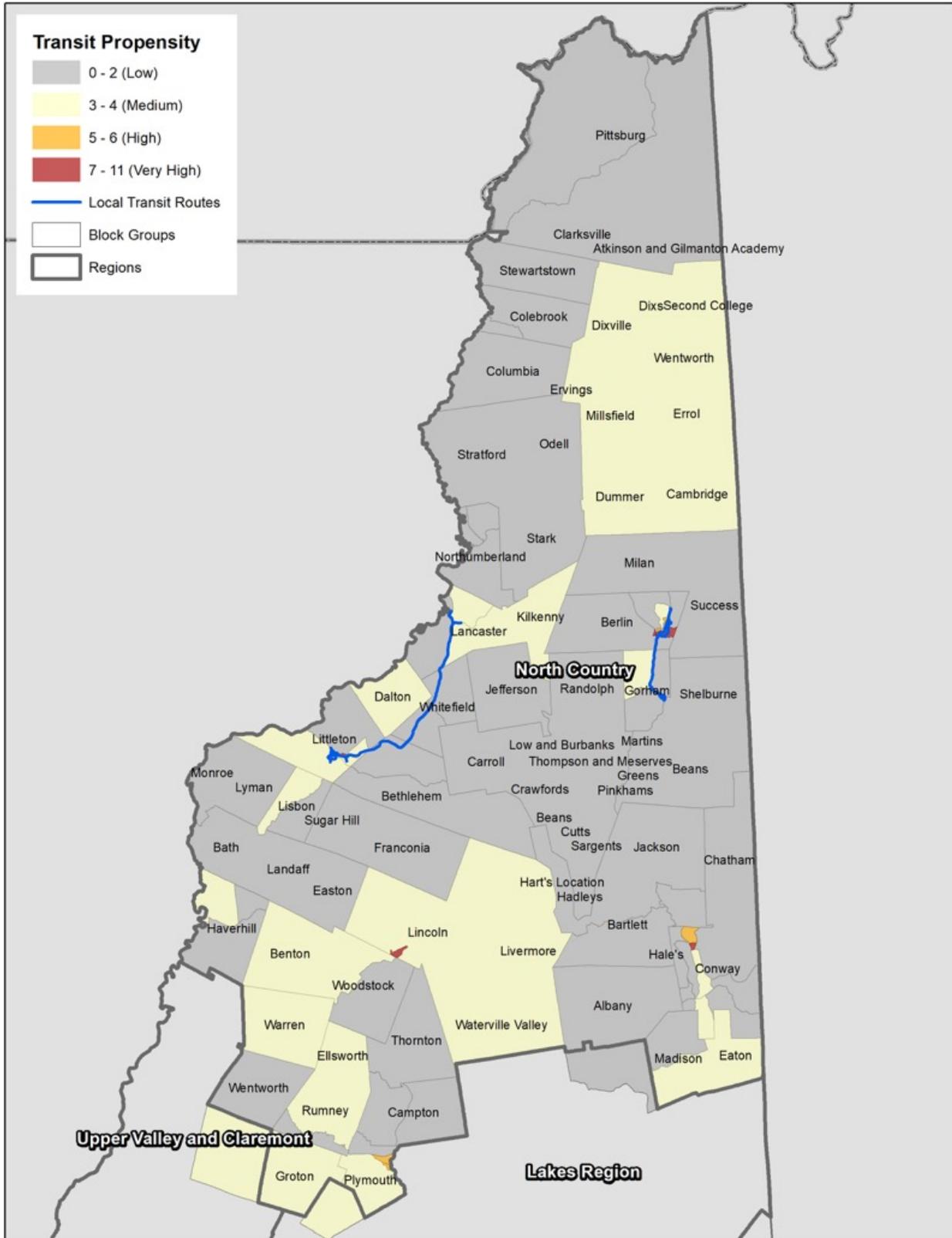


<sup>2</sup> There were three additional block groups with somewhat higher densities that were also considered too sparsely populated to include, as they had fewer than 100 people in any of the four demographic categories.

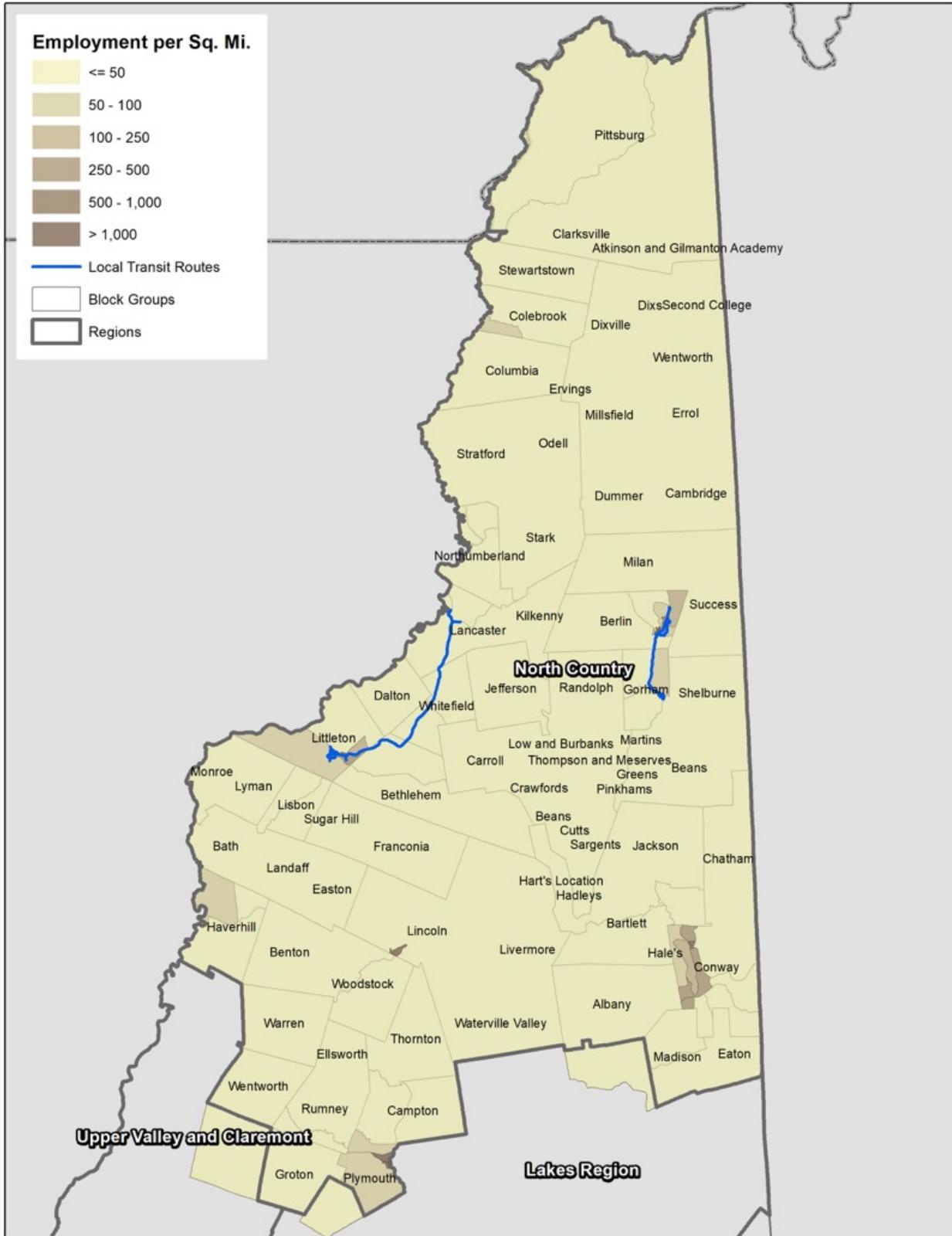
# North Country – Population Density



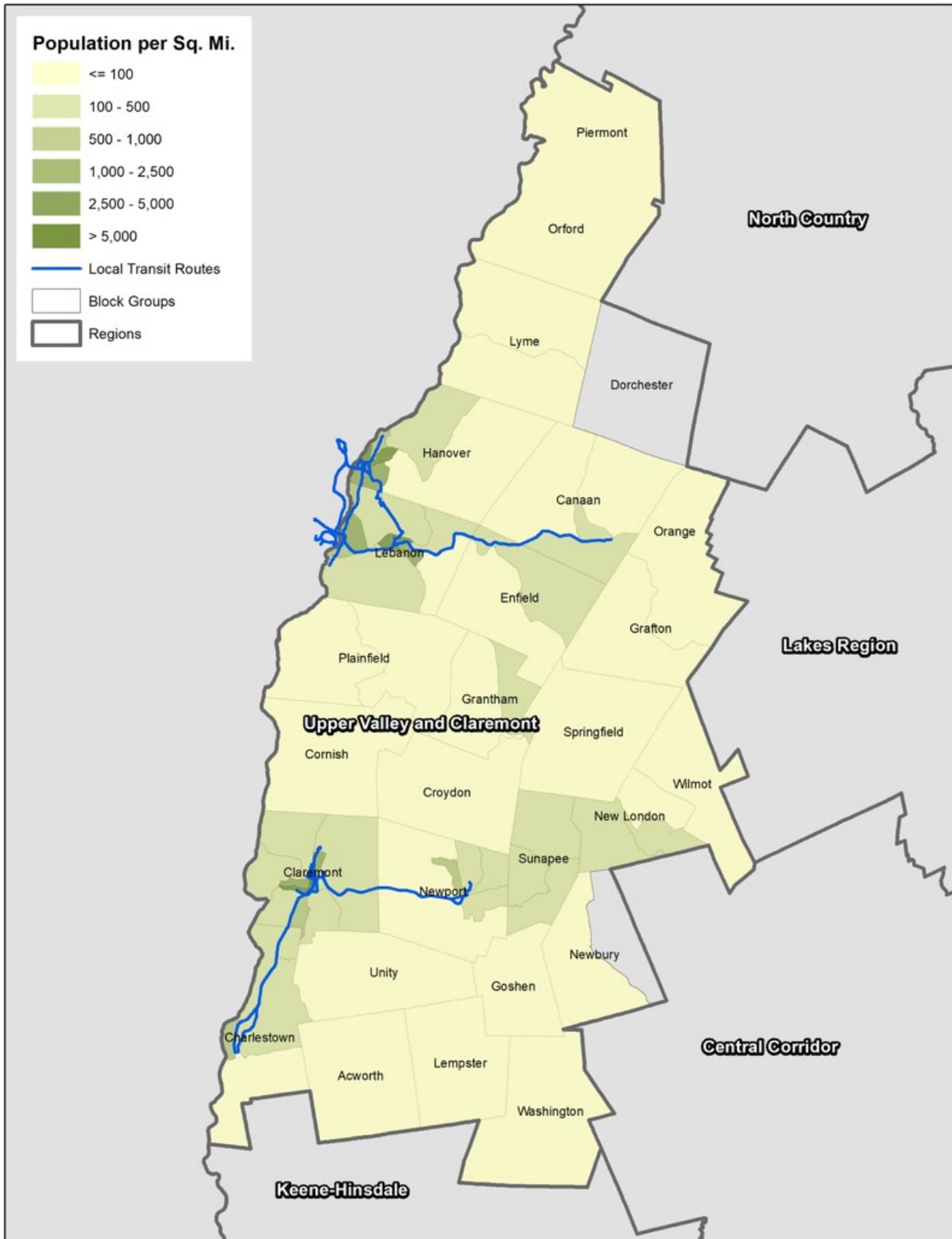
# North Country – Transit Propensity



## North Country – Employment Density

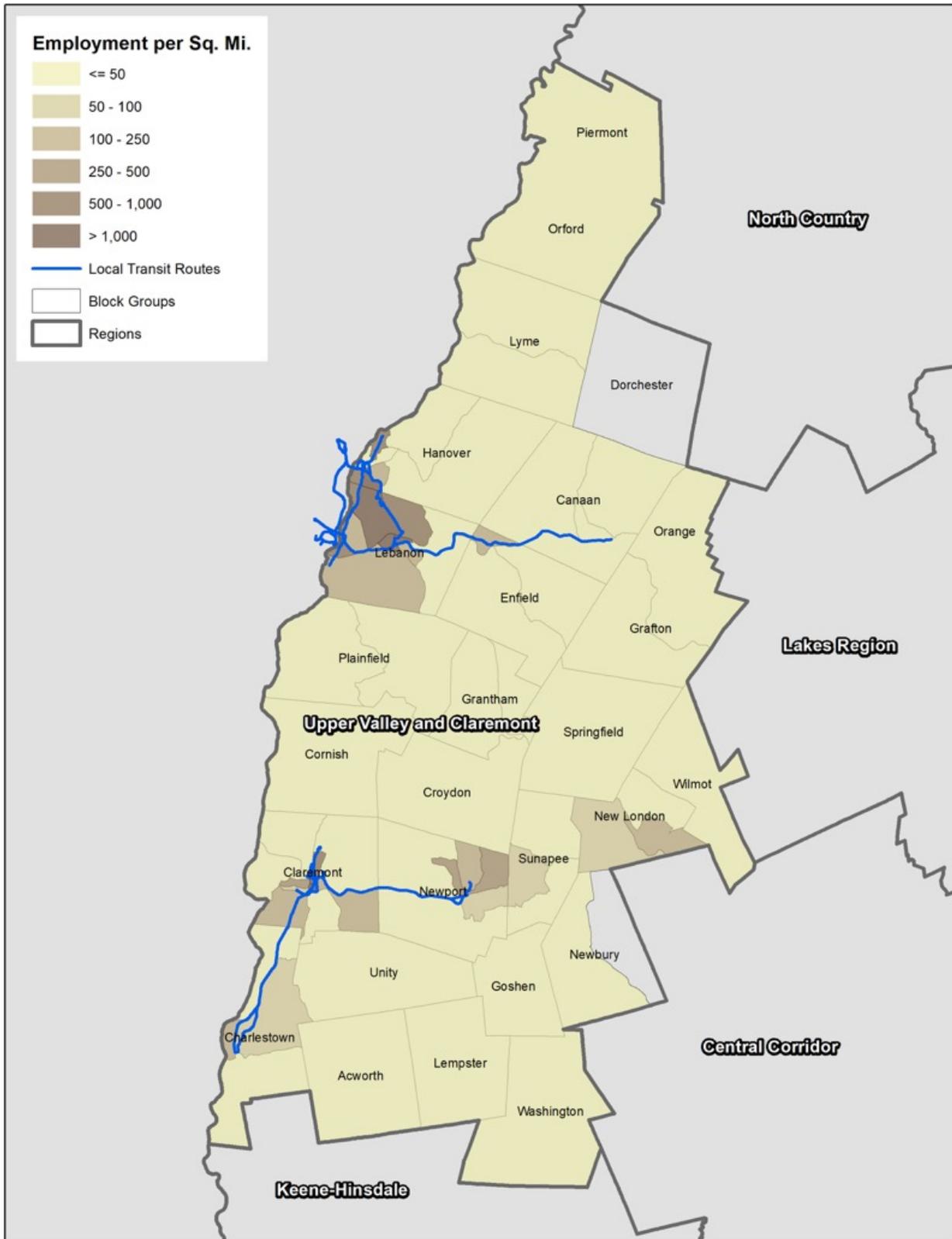


## Upper Valley/Claremont – Population Density



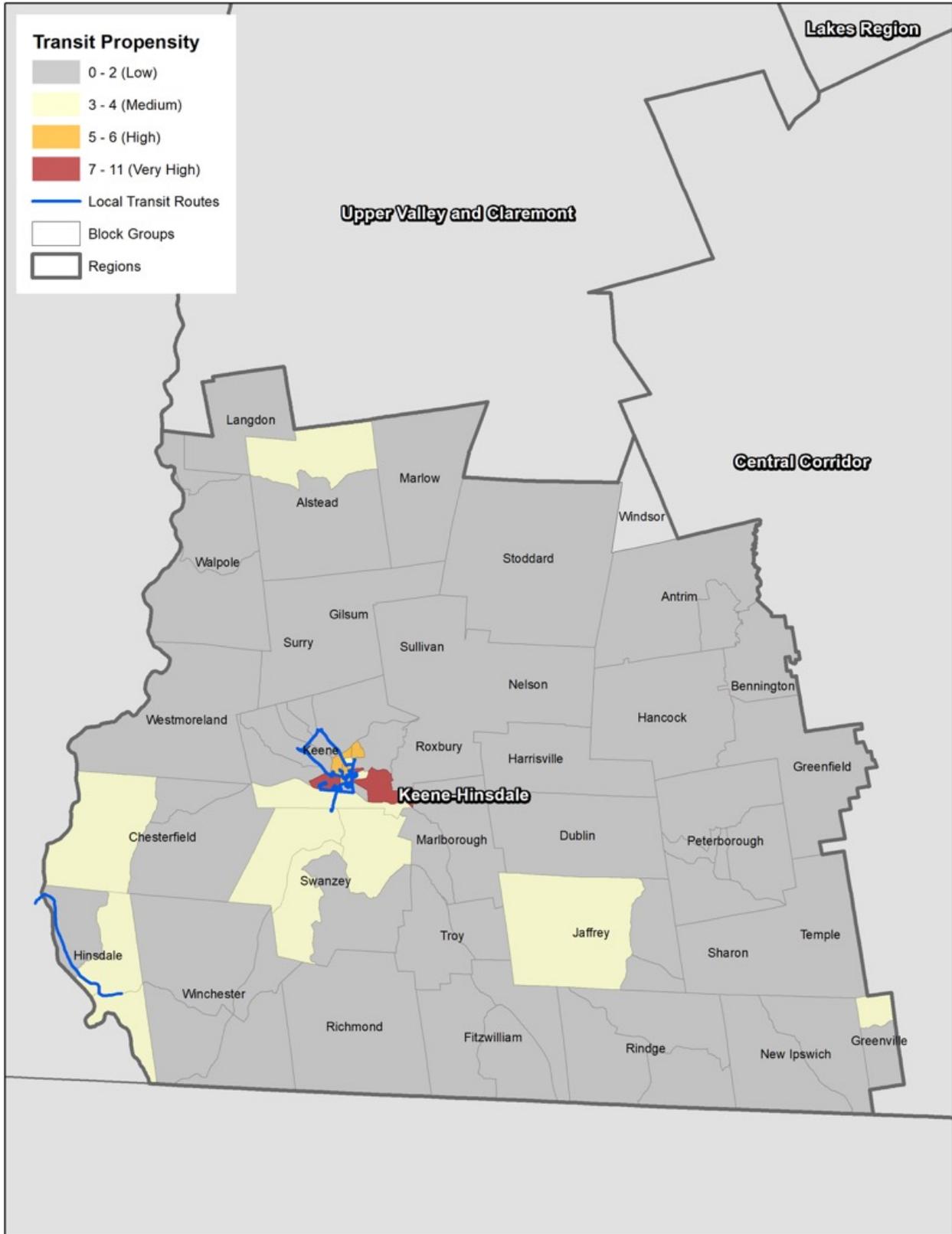


## Upper Valley/Claremont – Employment Density

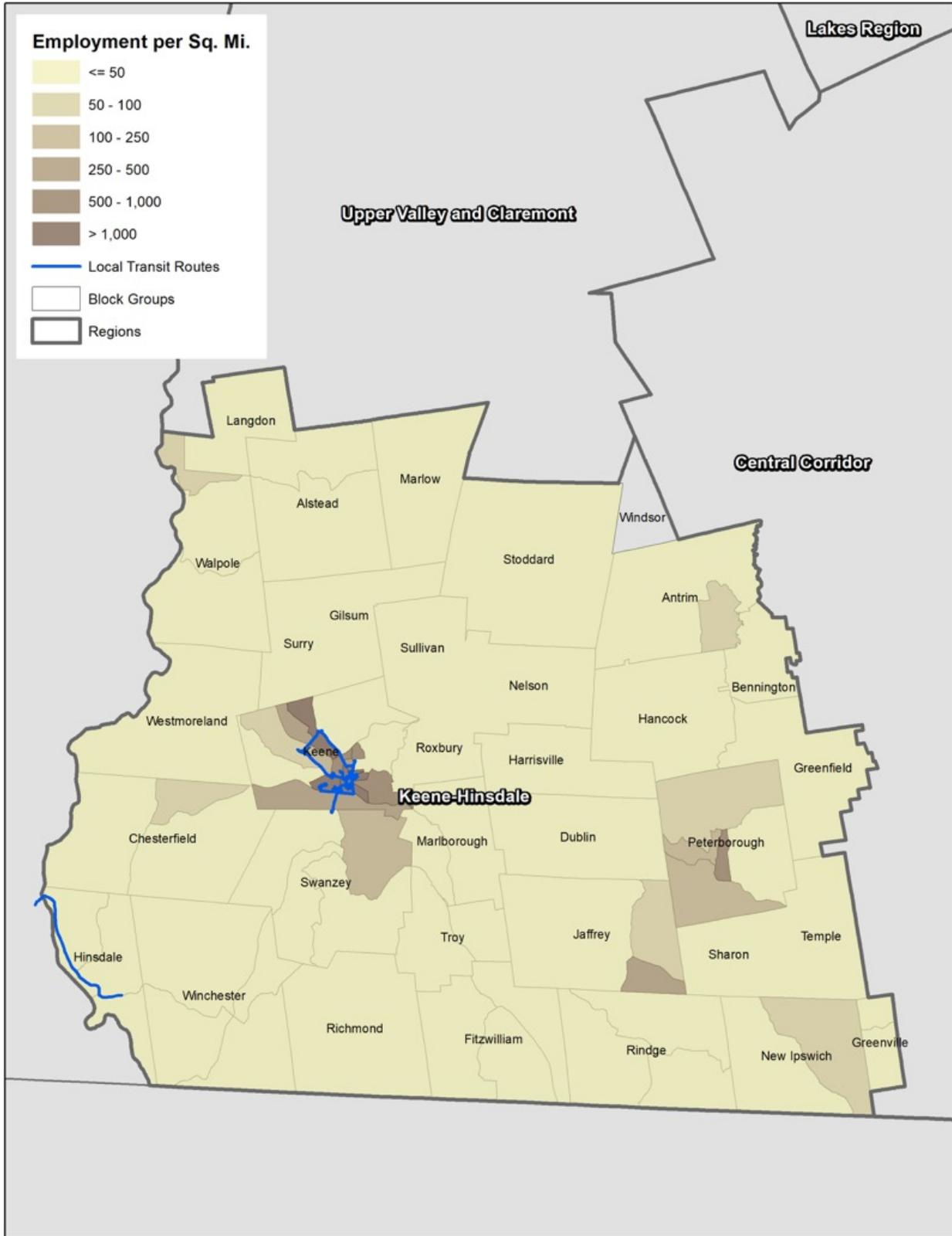




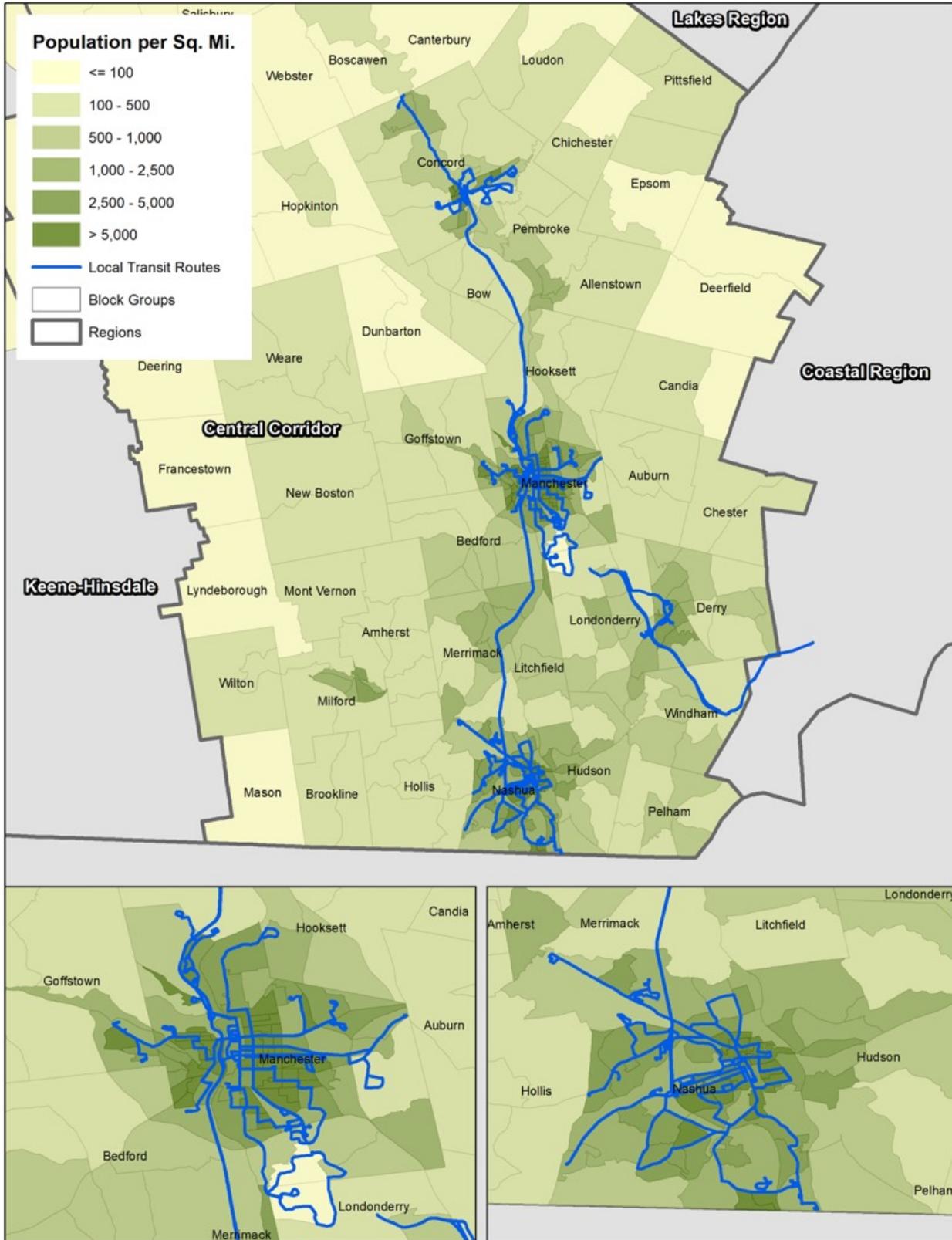
# Keene-Hinsdale – Transit Propensity



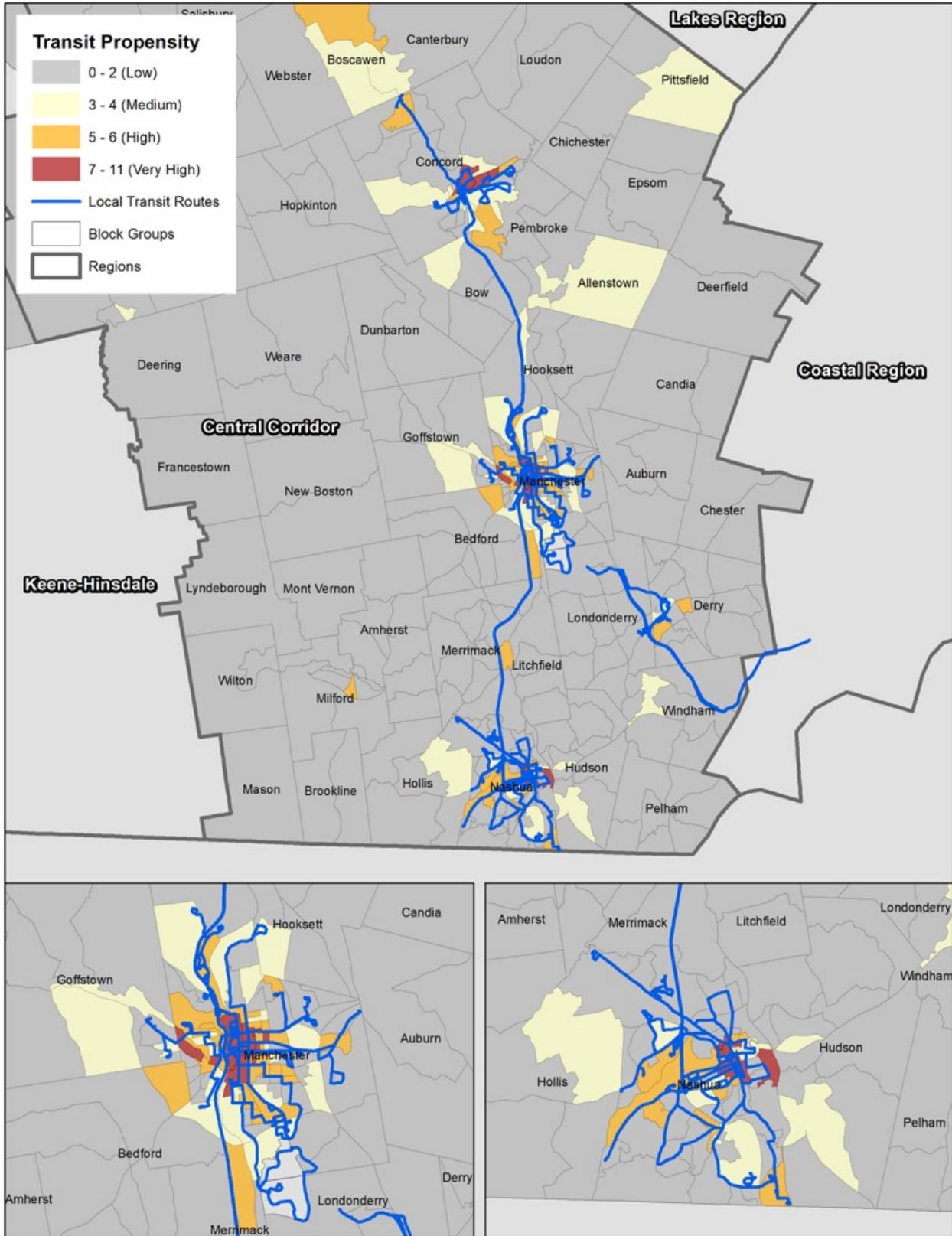
## Keene-Hinsdale – Employment Density



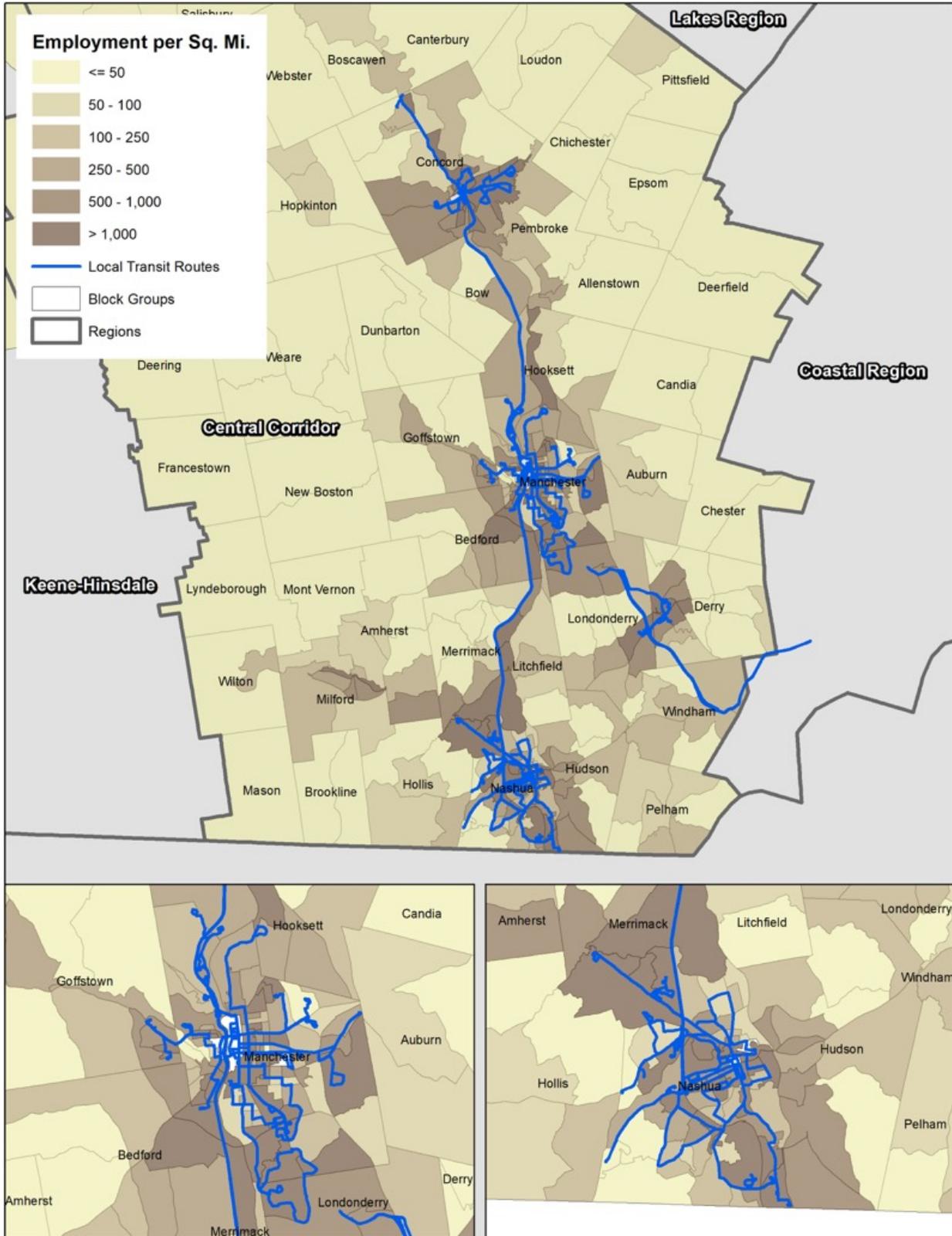
# Central Corridor – Population Density



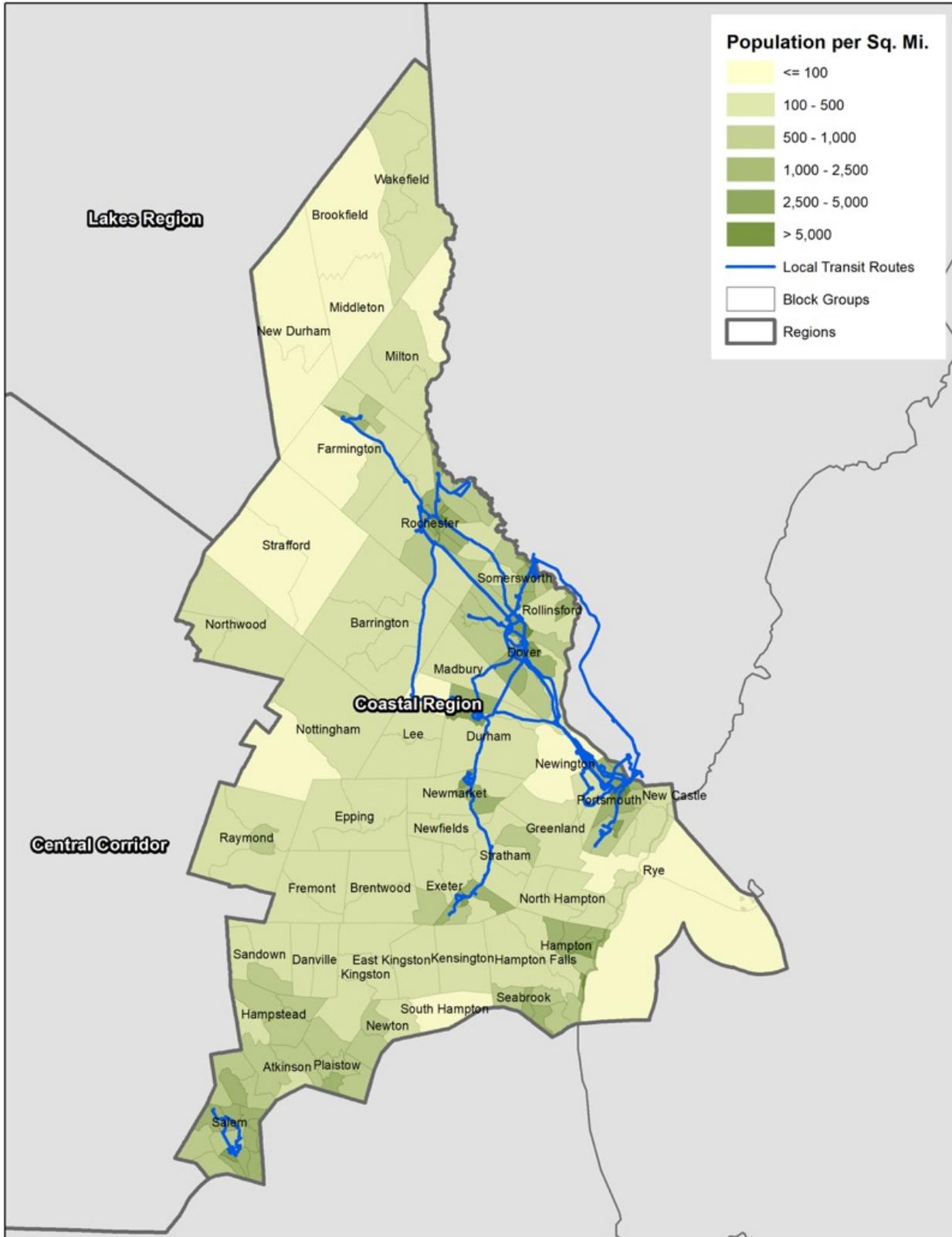
# Central Corridor – Transit Propensity



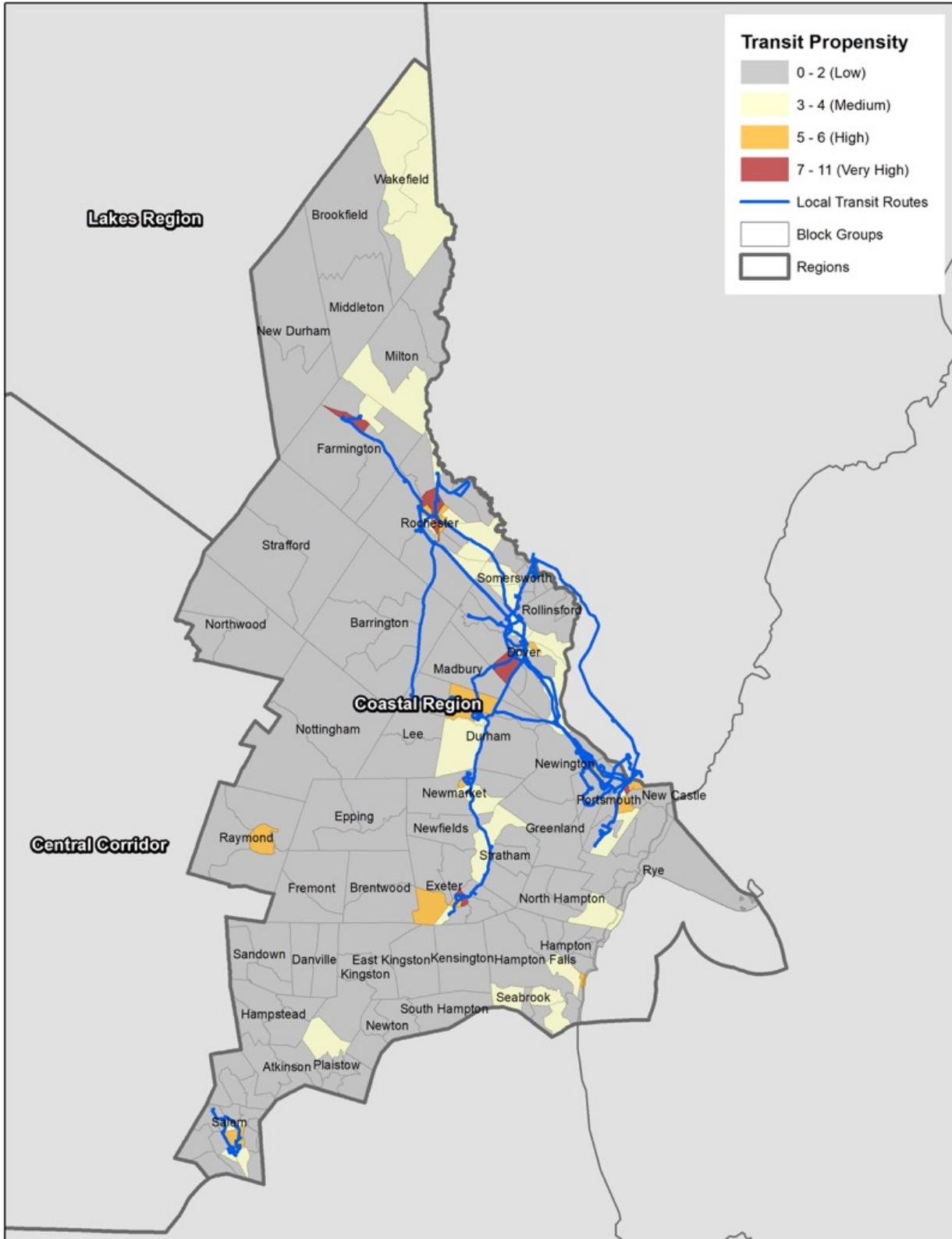
## Central Corridor – Employment Density



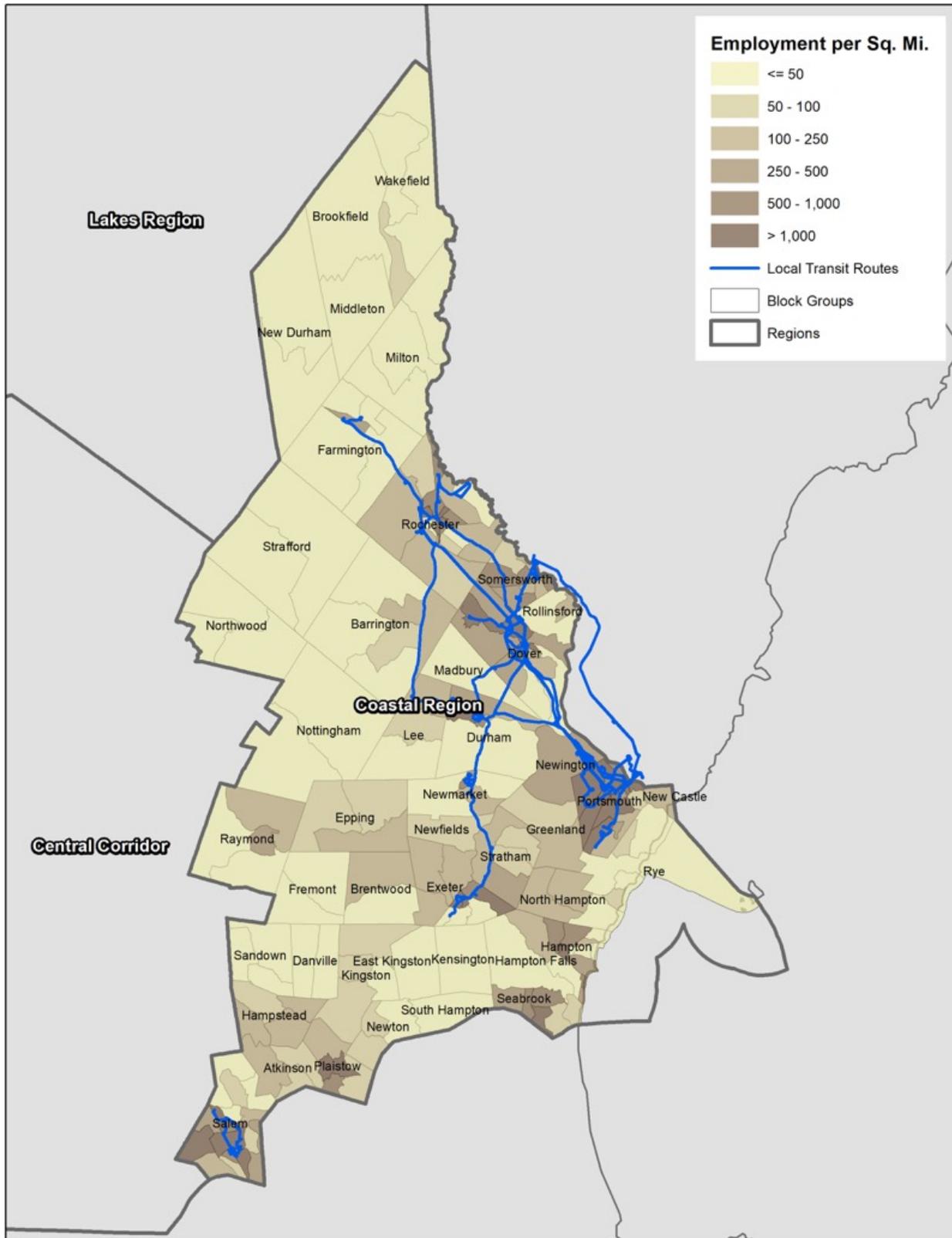
## Coastal Region – Population Density



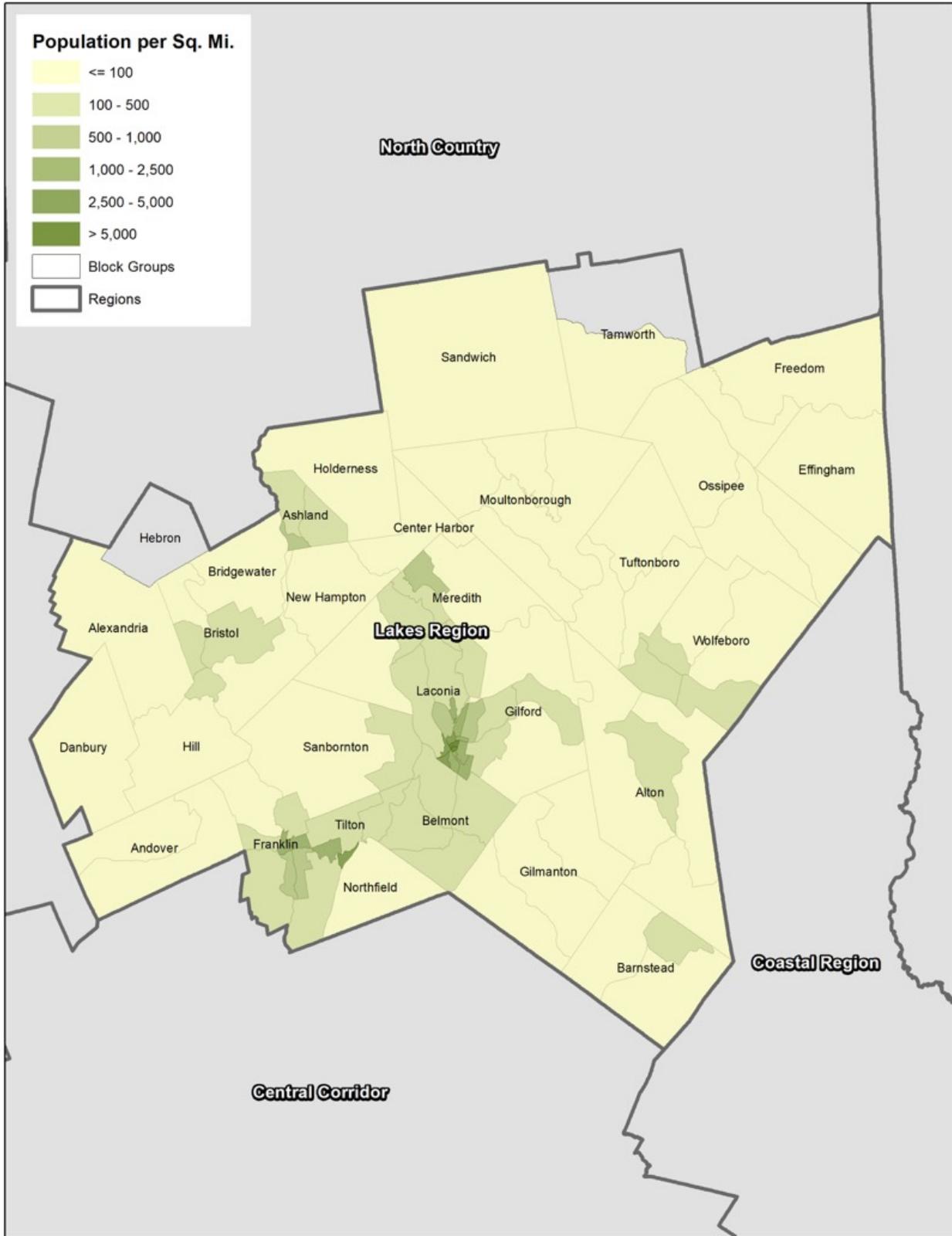
# Coastal Region – Transit Propensity



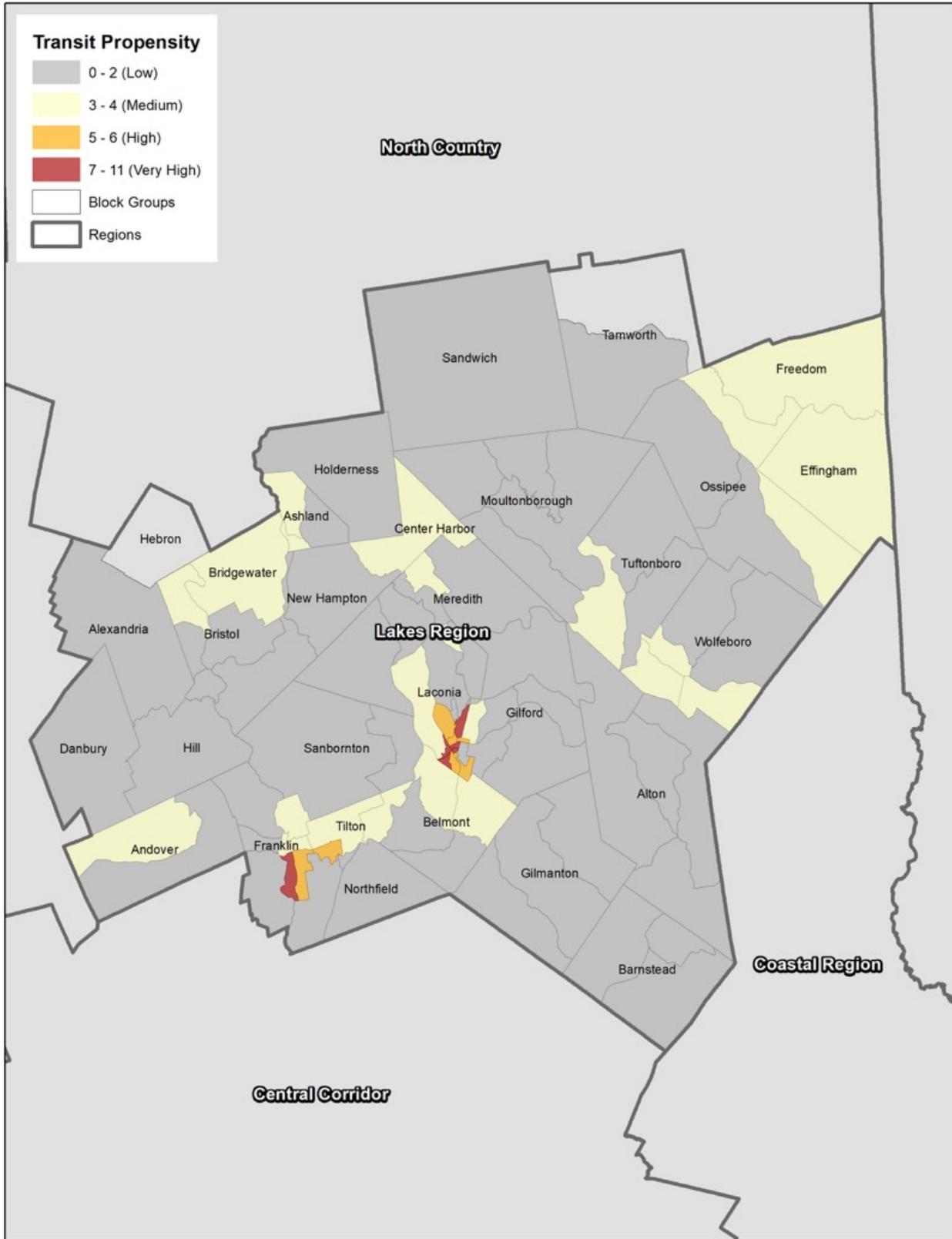
## Coastal Region – Employment Density



# Lakes Region – Population Density



## Lakes Region – Transit Propensity



# Lakes Region – Employment Density

